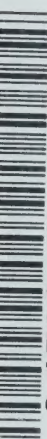


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*Guide to*  
**INSPECTION REGULATIONS**  
**FOR**  
**SMALL FISHING VESSELS**



MARINE REGULATIONS BRANCH  
DEPARTMENT OF TRANSPORT  
OTTAWA, CANADA

1969





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GUIDE TO  
INSPECTION REGULATIONS  
FOR  
SMALL FISHING VESSELS



Marine Regulations Branch  
DEPARTMENT OF TRANSPORT  
Ottawa, Canada

MARINE REGULATIONS BRANCH  
DEPARTMENT OF TRANSPORT  
OTTAWA, CANADA  
1969

THE QUEEN'S PRINTER, OTTAWA, 1969

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## INTRODUCTION

This booklet is based upon the publication "Regulations respecting the Construction and Inspection of Fishing Vessels not exceeding eighty feet registered length that do not exceed 150 tons, gross tonnage" and is an attempt to present in more readable form much of the material in that publication. However, it does not supersede the "Regulations".

The fisherman should find this guide particularly useful in ensuring that his vessel is properly outfitted with life saving and firefighting equipment together with the lights and signals that fishing vessels must carry for navigation safety.

All the regulations listed or referred to in this guide have been enacted to safeguard the lives and property of fishermen and others who use Canadian Waters. To this end, fishermen's vessels must be seaworthy in all respects and equipped to cope with the many emergencies that arise.

It is the duty of every person in charge of a fishing vessel to know the stability characteristics of his vessel and to become thoroughly familiar with the location, operation and maintenance of all the emergency life saving, firefighting and navigating equipment.

The inspection regulations are administered by the Steamship Inspection Service of the Department of Transport under the Canada Shipping Act. The Steamship Inspection Service, which has its headquarters in Ottawa, maintains offices in various parts of Canada—their addresses are listed in the back of this guide.

While nominal fees are charged for the inspection of vessels, the inspector's services are generally available free of charge to assist fishermen in problems relating to the construction and equipping of their ships. It should be noted, however, that the work of these inspectors is to ensure safety afloat: the suitability of the ship from a business standpoint is outside their responsibility.

Copies of the "Regulations respecting the Construction and Inspection of Fishing Vessels not exceeding eighty feet registered length that do not exceed 150 tons, gross tonnage"

and the "Collision Regulations" may be obtained from the Queen's Printer, Ottawa, Canada for a nominal fee, or from a Steamship Inspection Office.

## APPLICATION

The sections of the Regulations dealing with construction apply only to vessels over 15 tons, gross tonnage, built on or after January 6, 1965.

The sections of the Regulations dealing with life saving and fire extinguishing equipment, navigating lights and signals and precautions against fire apply to all fishing vessels.

The sections of the Regulations dealing with periodic inspections apply to all fishing vessels over 15 tons, gross tonnage, and to all steam propelled fishing vessels over 5 tons, gross tonnage.

## FEES

The Canada Shipping Act provides that fees shall be charged for the inspection, measurement and registry of ships and the fees that would be charged for small fishing vessels are as follows:

Inspection during construction of fishing vessels *over* 60 feet in length (there is no fee for inspection during construction if the vessel is not over 60 feet in length)

Examination of plans ..... \$25.00

Inspection of hull during construction ..... 25.00

Inspection of installation of each engine

if not in excess of 4 nominal horsepower 10.00

if in excess of 4 nominal horsepower .... 25.00

NOTE: nominal horsepower for diesel and gasoline engines is found by dividing the sum of the squares of the cylinder diameters by 60.

Inspection every four years (based on gross tonnage)

Under 25 tons ..... \$ 5.00

25 tons and under 40 tons ..... 10.00

40 tons and under 50 tons ..... 15.00

50 tons and under 100 tons ..... 25.00

Tonnage measurement (based on gross tonnage)

25 tons and under ..... \$10.00

Over 25 and not over 50 tons ..... 20.00



Over 50 and not over 100 tons ..... 30.00

Plus any travelling expenses incurred by the  
Measuring Surveyor.

Registry (based on gross tonnage)

Not over 15 tons ..... No Fee

Over 15 and not over 50 tons ..... \$ 3.00

Over 50 and not over 100 tons ..... 4.00

## LENGTH

The application of the Regulations is dependent on the length of the vessel, which is defined as follows:—

- (a) for vessels that are required to be registered, the length is the registered length as measured by a Government Measuring Surveyor of Shipping;
- (b) for vessels that are not required to be registered, the length is the horizontal distance measured between perpendiculars erected at the extreme ends of the outside of the hull.

The above definition in (a) should not be confused with the definitions of length used in the “Rules of the Road for the Great Lakes”.

## TONNAGE

The application of the Regulations is also dependent on the tonnage of the vessel.

Gross tonnage is a measure of the volume of the hull and superstructure of the vessel, one ton being taken as representing 100 cubic feet of volume.

Register tonnage is the gross tonnage less an allowance determined by a Government Measuring Surveyor of Shipping for machinery spaces, crew spaces, navigation spaces, etc.

If the vessel is over 15 tons, register tonnage, it is required to be registered at a Port of Registry and the owner should for this purpose request that the tonnage be measured by a Government Measuring Surveyor of Shipping who will charge a fee for this service.

If the vessel is not over 15 tons, register tonnage, and is equipped with a motor of 10 horsepower or more, the tonnage has to be measured for licensing purposes and this the owner may do himself. For this purpose it is usually sufficient if an approximate tonnage is obtained and a formula

for obtaining the approximate gross tonnage is given below:  
 Approximate gross tonnage=

$$\frac{L \times B \times D \times .55}{100} + \frac{1 \times b \times d}{100}$$

where **L** = the distance in feet measured from the foremost part of the stem to the after side of the head of the stern post, or if there is no stern post, to the forward side of the rudder stock at the deck;

**B** = the extreme breadth of the vessel in feet measured to the outside of the planking, excluding any moulding or rubbing strake;

**D** = the depth of the vessel in feet at amidships, measured from the underside of the deck, or from the upper strake of the hull planking in open boats, to the upper side of the floor timbers at the side of the keelson (note: floor timbers are the bottom solid transverse timbers connecting the side frames).

**l** = total length in feet of all closed-in superstructures;

**b** = average breadth in feet of all closed-in superstructures;

**d** = average height above deck in feet of all closed-in superstructures.

It should be noted that if a superstructure has an open side or end it is not included in the tonnage measurement.

### Construction of a New Fishing Vessel

If the proposed vessel is going to be over 15 tons, gross tonnage, the sections of the Regulations dealing with construction will apply and the following procedure should be followed:

Before starting construction the owner should send to the nearest Steamship Inspection Office (addresses are given at the end of this booklet) as much as possible of the information listed in Schedule A of the Regulations. The Inspector will then reply stating whether or not the proposals are acceptable. He may request alterations sufficient to ensure that the vessel will be up to the average standards of construction that have in the past been found satisfactory in that district



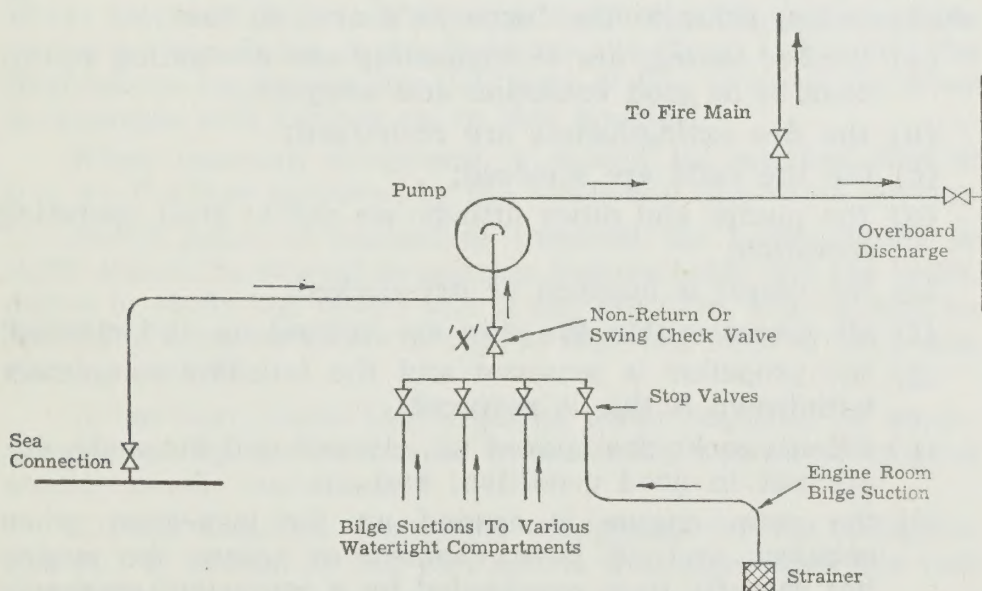
and to ensure that it will comply with the construction rules laid out in the Regulations.

The owner must also notify the Inspector when he commences construction and also when he reaches the various stages of construction mentioned in section 41 of the Regulations. The Inspector will come around to see the boat during construction and on these occasions will explain the requirements of the Regulations if necessary; also on these visits the Inspector will complete any of the information that the owner was unable to submit when he first wrote to the Steamship Inspection Office.

After the vessel is completed and all equipment is placed on board, a dock and sea trial will be held at which the Inspector will be present; this will be the final test of the seaworthiness of the vessel. If everything is to the satisfaction of the Inspector he will issue a certificate of inspection that will be valid for four years.

The illustration shows in diagrammatic form a bilge pumping arrangement that complies with the minimum requirements of the Small Fishing Vessel Inspection Regulations where a single pump is used for bilge pumping and fire extinguishing purposes.

*Note:* If all the bilge branch line stop valves are of the screw-down non-return type, then the non-return or swing check valve marked 'X' need not be fitted.



## Periodic Inspections

An inspection certificate is good for a period of four years and upon its expiry the vessel must again be inspected, and for this purpose the vessel will have to be either dry-docked or beached. The Inspector may, at this time, require the tailshaft to be withdrawn and the engine overhauled if it appears to be in poor condition.

However, as it is probable that before the four-year period has expired the vessel will be either drydocked or beached for reasons other than for inspection purposes, the owner may on such an occasion request inspection and if the hull is found by the Inspector to be in good condition credit will be given for this intermediate inspection when the four-year inspection is due.

Similarly if a tailshaft is withdrawn, or an engine opened up, before the four-year period has elapsed and an Inspector finds that it is in good condition, credit for the work done will be given when the four-year inspection is due.

In any case an owner should inform the Steamship Inspection Office at least a week before the certificate expires so that arrangements can be made for the Inspector to carry out inspection.

The procedure that the Inspector will follow during this inspection is given in sections 42 to 48 of the Regulations.

To avoid inconvenience and delay, the person in charge shall ensure, prior to the Inspector's arrival, that

- (a) the life saving, fire extinguishing and navigating equipment is in good condition and complete;
- (b) the fire extinguishers are recharged;
- (c) the life rafts are serviced;
- (d) the pumps and other fittings are put in good operating condition;
- (e) the vessel is beached or dry-docked;
- (f) all spaces within the ship are opened up and cleaned;
- (g) the propeller is removed and the tailshaft completely withdrawn if this is required;
- (h) all sea cocks are opened up, cleaned and the seats, etc. are put in good condition; and
- (i) the main engine is opened up for inspection when required and all parts cleaned, or where the engine has recently been overhauled by a competent mechanic



there shall be available to an Inspector for his records a letter or certificate, signed by the mechanic, stating

- (i) that he has overhauled the engine,
- (ii) the parts he has renewed, and
- (iii) that he has left the engine in good working order.

When the engine is not dismantled for inspection it is to be put in operation so that the Inspector can judge its running condition.

### **Anchors and Cables**

Section 40 of the Regulations requires that anchors and cables shall be carried on all fishing vessels over 15 tons, gross tonnage. This section gives all the information necessary and includes various exemptions; the Inspector will clarify any points on which there is doubt.

### **Life Saving, Fire Extinguishing and Navigating Equipment**

The requirements for equipment on boats over 15 tons, gross tonnage, are given in sections 27 to 40 of the Regulations and requirements for boats not over 15 tons, gross tonnage, are given in sections 50 to 52.

In order to show at a glance the life saving and fire extinguishing equipment needed for any boat, the following lists have been made for boats of various lengths and tonnages. These lists do not include the lights and signalling devices required by the Rules of the Road for the Great Lakes and the Regulations for Preventing Collisions at Sea as these are given in separate lists further on in this booklet.

When ordering equipment it should be specified that it is to be of a type approved by the Steamship Inspection Service.

Small items of equipment required for boats, dories or skiffs should be stowed in suitable lockers built into the boats, dories or skiffs but where this is not practical, they should be stowed in separate boxes or canvas bags and kept in the boats, dories or skiffs.

It has been found that drinking water required for emergency boat equipment can be most readily contained in good quality plastic containers.

All the required emergency equipment for the inflatable life raft is packed in the raft and is available when the raft is inflated.

An inflatable life raft shall be tested and examined annually by an accredited service representative. The interval between successive servicing shall not exceed twelve months and the owner is responsible for arranging to have the inflatable life raft serviced.

Fire extinguishers of all types should be examined regularly to make sure they are in good condition and readily available for use in the event of a fire taking place. They are a most important item of equipment and every effort should be made to keep them serviceable and ready for use at a moment's notice should the need arise.

All extinguishers shall be recharged as soon as possible after discharge. Spare charges are available for foam extinguishers, and by following the written instructions this type can be recharged on board the vessel. Carbon dioxide and dry chemical extinguishers can only be serviced and recharged by qualified personnel having the proper equipment.

Carbon tetrachloride extinguishers can be dangerous because a poisonous gas is given off when the liquid is sprayed on a fire. This type of extinguisher is only allowed in the area of the vessel's radio and navigation equipment, and electrical switchboards and must be not more than one quart in size.

All crew members must know how to operate and use all types of fire extinguishers and if there is any doubt about the proper care, operation or use of any extinguisher advice can be obtained from the Inspector, local fire departments or manufacturer's service depots.

It is recommended that fire buckets should be fitted with lanyards, and the lanyards should be checked regularly to make sure they have not rotted or frayed.

#### **Life saving and fire extinguishing equipment lists for vessels of various tonnages and lengths**

Open boats not over 15 tons, gross tonnage, and not over 26 feet in length:

1. One lifejacket for each person on board or one lifebuoy for every two persons on board.
2. If lifebuoys are carried under item 1 then at least one of them is to be fitted with 15 fathoms of line.
3. One fire bucket.
4. Six red flares in a watertight container.



Open boats not over 15 tons, gross tonnage, over 26 feet but not over 40 feet in length:

1. One lifejacket for each person on board or one lifebuoy for every two persons on board.
2. One lifebuoy with 15 fathoms of line if no lifebuoy is carried under item 1.
3. One fire bucket.
4. Six red flares in a watertight container.

Closed boats not over 15 tons, gross tonnage, and not over 26 feet in length:

1. One lifejacket for each person on board.
2. One one-gallon foam or equivalent fire extinguisher and, if the boat is over 5 tons, gross tonnage, and fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
3. One fire bucket if the boat is over 5 tons, gross tonnage.
4. Six red flares in a watertight container.

Closed boats not over 15 tons, gross tonnage, over 26 feet but not over 40 feet in length:

1. One lifejacket for each person on board.
2. One lifebuoy with 15 fathoms of line.
3. One one-gallon foam or equivalent fire extinguisher and, if the boat is over 5 tons, gross tonnage, and fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
4. One fire bucket if the boat is over 5 tons, gross tonnage.
5. Six red flares in a watertight container.

All vessels not over 15 tons, gross tonnage, but over 40 feet in length:

1. One lifebuoy with 15 fathoms of light line.
2. One lifejacket for each person on board.
3. Enough lifeboats, boats, dories or skiffs to accommodate all persons on board.
4. One one-gallon foam or equivalent fire extinguisher and, if the vessel is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
5. One fire bucket.

6. Six red flares in a watertight container.

Open boats over 15 tons, gross tonnage, but not over 40 feet in length:

1. One lifejacket for each person on board or one lifebuoy for every two persons on board.
2. One lifebuoy with 15 fathoms of line if no lifebuoy is carried under the requirements of item 1.
3. One fire bucket.
4. One one-gallon foam or equivalent fire extinguisher if the boat is fitted with a cooking or heating appliance that burns gas, gasoline or oil.
5. Twelve red flares in a watertight can.
6. One compass that can be illuminated.
7. One 7-pound sounding lead with 15 fathoms of line.

Closed boats over 15 tons, gross tonnage, but not over 40 feet in length:

1. One lifebuoy with 15 fathoms of line.
2. One lifejacket for each person on board.
3. One one-gallon foam or equivalent fire extinguisher and, if the boat is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
4. Two fire buckets.
5. Twelve red flares in a watertight can.
6. One compass that can be illuminated.
7. One 7-pound sounding lead with 15 fathoms of line.
8. (a) On Home Trade Voyage Class II or III,
  - (i) a boat, dory or skiff for the complement, or
  - (ii) an inflatable life raft for the complement or four persons whichever is the greater;(b) On Home Trade Class IV or Minor Water Class II Voyages, a boat, dory or skiff for complement, or three person inflatable life raft.

All vessels over 15 tons, gross tonnage, over 40 but not over 65 feet length:

1. One lifebuoy with 15 fathoms of line.
2. One lifebuoy with an electric type lifebuoy light.
3. One lifejacket for each person on board.



4. Lifeboats, boats, dories or skiffs plus inflatable life rafts for complement in accordance with section 27 of the Regulations and the following equipment to be provided for each lifeboat, boat, dory or skiff:
  - (a) a full bank of oars and rowlocks,
  - (b) where the vessel operates in salt water, a container holding one quart of fresh water for each person the lifeboat, boat, dory or skiff can carry,
  - (c) twelve red flares in a watertight can,
  - (d) one bucket and one bailer,
  - (e) two sheath knives or hatchets (one only in dories),
  - (f) one boat hook or fishing gaff,
  - (g) one storm lantern, oil and matches,
  - (h) one painter at bow,
  - (i) one dory compass,
  - (j) one sea anchor (not required in dories).
5. One two-gallon foam or equivalent fire extinguisher and one one-gallon foam or equivalent fire extinguisher and if the vessel is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
6. Three fire buckets.
7. Six red distress rockets if vessel operates in salt water or, if vessel operates in fresh water, 12 red flares in a watertight can (these flares will not be needed if similar flares are already carried for the lifeboat, boat, dory or skiff).
8. One compass that can be illuminated.
9. One 7-pound sounding lead and 15 fathoms of line.
10. One fire pump (power or manual) and hose with a nozzle.

All vessels over 15 tons, gross tonnage, over 65 but not over 80 feet in length:

1. One lifebuoy with 15 fathoms of line.
2. One lifebuoy with an electric type lifebuoy light.
3. One lifejacket for each person on board.
4. Lifeboats, boats, dories or skiffs plus inflatable life raft, for complement in accordance with section 27 of the Regulations and the following equipment to be provided for each lifeboat, boat, dory or skiff:
  - (a) a full bank of oars and rowlocks,

- (b) where the vessel operates in salt water, a container holding one quart of fresh water for each person the lifeboat, boat, dory or skiff can carry,
  - (c) twelve red flares in a watertight can,
  - (d) one bucket and one bailer,
  - (e) two sheath knives or hatchets (one only in dories),
  - (f) one boat hook or fishing gaff,
  - (g) one storm lantern, oil and matches,
  - (h) one painter at bow,
  - (i) one dory compass,
  - (j) one sea anchor (not required in dories).
- 5. Two two-gallon foam or equivalent fire extinguishers and if the vessel is fitted with a cooking or heating appliance that burns gas, gasoline or oil, one additional one-gallon foam or equivalent fire extinguisher.
  - 6. Four fire buckets.
  - 7. Six red distress rockets if vessel operates in salt water or, if vessel operates in fresh water, 12 red flares in a watertight can (these flares will not be needed if similar flares are already carried for the lifeboat, boat, dory or skiff).
  - 8. One compass that can be illuminated.
  - 9. One 7-pound sounding lead and 15 fathoms of line.
  - 10. One fire pump (power or manual) and hose with a nozzle.

### **Equivalent Fire Extinguishers**

Extinguishers containing 5 pounds of carbon dioxide gas under pressure, or 2 pounds of dry chemical are accepted as being the equivalent of one one-gallon foam extinguisher.

Extinguishers containing 10 pounds of carbon dioxide gas under pressure, or 5 pounds of dry chemical are accepted as being the equivalent of one two-gallon foam extinguisher.

It should be noted, however, that extinguishers are to be of a type approved as required in sections 33 and 52 of the Regulations.

### **Liquefied Petroleum Gas Installations**

In view of the explosive nature of petroleum gases, special regulations have been made concerning the installation of systems that burn such gases. These regulations are called the "Liquefied Petroleum Gas Regulations" and a copy



should be obtained from the Inspector if it is proposed to install such a system.

### **Navigation Lights and Signals**

The conduct of vessels in Canadian waters is principally governed by two sets of regulations namely the "Rules of the Road for the Great Lakes" and the "International Regulations for Preventing Collisions at Sea". The former regulations must be followed by all vessels in Lakes Ontario, Erie, Huron (including Georgian Bay), Michigan, Superior and their tributaries; the Ottawa River and its tributaries and the St. Lawrence River as far east as Victoria Bridge and the entrance to the St. Lawrence Seaway at Montreal. The latter regulations must be followed by all vessels in waters other than the above. These regulations are necessary if vessels are to be operated with safety and confidence under all conditions and the safety of fishing vessels is just as dependent on the strict observance of these regulations as is the safety of other craft.

The above regulations cover navigation lights and shapes, fog signals, steering and sailing rules, manoeuvring signals and distress signals. They apply to vessels of every size and description. Those in charge of any type of craft should know what lights to carry, what the lights carried by other vessels mean, what speed to go at and what sound signals to make when manoeuvring or when in low visibility, how to meet an oncoming vessel, how to overtake, when to keep out of the way, when to maintain course and speed and so forth.

Copies of these regulations may be obtained from the Inspector, or by writing to the Nautical and Pilotage Division, Department of Transport, Ottawa or any local Nautical Services Office.

In order to show at a glance, the minimum lights and signals required under the regulations referred to above, the following lists have been made for fishing vessels of various tonnages, lengths and types. It should be noted that this equipment must be in accordance with the standards set forth in the appropriate regulations.

#### **Minimum Lights and Signals required under "The Rules of the Road for the Great Lakes"**

Vessels less than 26 feet in length:

1. One white light aft to show all around the horizon visible at 2 miles.

2. One red port light and one green starboard light in the fore part of the vessel, each visible at 1 mile (these may be combined in one lantern).
3. One white anchor light to show all around the horizon visible at 1 mile.
4. One fog bell if the vessel is 10 tons, register tonnage, or over.
5. One whistle or horn that can be heard 2 miles away if vessel is 10 tons, register tonnage, or over.
6. Any means of making efficient sound signals if vessel is less than 10 tons, register tonnage.

Vessels 26 feet or over, but not over 65 feet in length:

1. One white light in the fore part of the vessel, as near the bow as possible, visible at 2 miles.
2. One white light aft to show all around the horizon visible at 2 miles, to be higher than the forward white light.
3. One red port light and one green starboard light, each visible at 1 mile.
4. One white anchor light to show all around the horizon visible at 1 mile.
5. One fog bell if vessel is 10 tons, register tonnage, or over.
6. One whistle or horn that can be heard 2 miles away if vessel is 10 tons, register tonnage, or over.
7. Any means of making efficient sound signals if vessel is less than 10 tons, register tonnage.

Vessels over 65 feet in length:

1. One white forward mast light visible at 5 miles.
2. One white light aft to show all around the horizon and higher than the forward white light, visible at 3 miles.
3. One red port light and one green starboard light, each visible at 2 miles.
4. One white anchor light to show all around the horizon visible at 1 mile.
5. One fog bell.
6. One whistle or horn that can be heard 2 miles away.
7. Two red "not under command" lights to show all around the horizon visible at 2 miles.
8. Three black balls each 2 feet in diameter.



**Minimum Lights and Signals required under the  
"International Regulations for Preventing  
Collisions at Sea"**

Vessels less than 65 feet overall length that are not draggers or trawlers:

1. One white forward mast light visible at 3 miles.
2. One red port light and one green starboard light, each visible at 1 mile (these may be combined in one lantern).
3. One white stern light visible at 2 miles.
4. One white anchor light to show all around the horizon visible at 2 miles.
5. One black ball 18 inches in diameter.
6. If over 40 feet in length, one whistle operated by steam, air or other suitable means, one fog horn operated by mechanical means, and one fog bell.
7. One red light to show all around the horizon visible at 2 miles.
8. One white light to show all around the horizon visible at 2 miles, located below red light.
9. One additional white light to show all around the horizon visible at 2 miles if the nets or lines extend more than 500 feet horizontally into the seaway.
10. One basket.
11. One black conical shape, 2 feet in diameter at base, if the nets or lines extend more than 500 feet horizontally into the seaway.

Draggers and trawlers of less than 65 feet overall length:

1. One white forward mast light visible at 3 miles.
2. One red port light and one green starboard light, each visible at 1 mile (these may be combined in one lantern).
3. One white stern light visible at 2 miles.
4. One white anchor light to show all around the horizon visible at 2 miles.
5. One black ball 18 inches in diameter.
6. If over 40 feet in length, one whistle operated by steam, air or other suitable means, one fog horn operated by mechanical means, and one fog bell.
7. One green light to show all around the horizon visible at 2 miles.

8. One white light to show all around the horizon visible at 2 miles, located below green light.
9. One basket.

Vessels of 65 feet overall length and over, that are not draggers or trawlers:

1. One white forward mast light visible at 5 miles.
2. One red port light and one green starboard light, each visible at 2 miles.
3. One white stern light visible at 2 miles.
4. One white anchor light to show all around the horizon visible at 2 miles.
5. Three black balls each 2 feet in diameter.
6. Two red "not under command" lights to show all around the horizon visible at 2 miles.
7. One whistle operated by steam, air or other suitable means, one fog horn operated by mechanical means, and one fog bell.
8. One red light to show all around the horizon visible at 2 miles.
9. One white light to show all around the horizon visible at 2 miles, located below red light.
10. One additional white light to show all around the horizon visible at 2 miles if the nets or lines extend more than 500 feet horizontally into the seaway.
11. Two black conical shapes, each 2 feet in diameter at base.
12. One additional black conical shape, 2 feet in diameter at base, if the nets or lines extend more than 500 feet horizontally into the seaway.

Draggers and trawlers of 65 feet length or over:

1. One white forward mast light visible at 5 miles.
2. One red port light and one green starboard light each visible at 2 miles.
3. One white stern light visible at 2 miles.
4. One white anchor light to show all around the horizon visible at 2 miles.
5. Three black balls each 2 feet in diameter.
6. Two red "not under command" lights to show all around the horizon visible at 2 miles.



7. One whistle operated by steam, air or other suitable means, one fog horn operated by mechanical means, and one fog bell.
8. One green light to show all around the horizon visible at 2 miles.
9. One white light to show all around the horizon visible at 2 miles, located below green light.
10. Two black conical shapes, each 2 feet in diameter at base.

### **Addresses of Steamship Inspection Offices**

**NOTE:** Enquiries should be directed to the nearest Steamship Inspection Office.

<b>Headquarters:</b>	The Chairman, Board of Steamship Inspection, Marine Regulations Branch, Department of Transport, Hunter Building, OTTAWA, Canada
<b>Newfoundland:</b>	Regional Superintendent, Steamship Inspection Service, Transport Building, South Side Road, P.O. Box 596, ST. JOHN'S, Nfld. Senior Steamship Inspector, Lundrigan Shopping Centre, MARYSTOWN, Nfld.
<b>Nova Scotia:</b>	Regional Superintendent, Steamship Inspection Service, 1101 Centennial Building, 11th Floor, 1645 Granville Street, P.O. Box 1559, HALIFAX, N.S. Senior Steamship Inspector, Steamship Inspection Service, Federal Building, P.O. Box 160, NORTH SYDNEY, N.S. Senior Steamship Inspector, 210 Federal Building, P.O. Box 143, YARMOUTH, N.S.

**New Brunswick:** Senior Steamship Inspector,  
Steamship Inspection Service,  
P.O. Box 1293,  
SAINT JOHN, N.B.

**Quebec:** Regional Superintendent,  
Steamship Inspection Service,  
1101 Place Delorimier,  
2120 Sherbrooke Street East,  
MONTREAL 133, P.Q.  
Senior Steamship Inspector,  
Steamship Inspection Service,  
259 Gare Maritime Chaplain,  
Champlain Boulevard,  
QUEBEC 2, P.Q.  
Senior Steamship Inspector,  
Steamship Inspection Service,  
80 George Street,  
P.O. Box 186,  
SOREL, P.Q.  
Senior Steamship Inspector,  
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### References

"Regulations respecting the Construction and Inspection of Fishing Vessels not exceeding eighty feet registered length that do not exceed 150 tons, gross tonnage"

"Rules of the Road for the Great Lakes"

"International Regulations for Preventing Collisions at Sea"

"Liquefied Petroleum Gas Regulations"

"Scale of Fees—Board of Steamship Inspection"

The above publications are available at your nearest Steamship Inspection Office.

Marine Regulations Branch,  
Department of Transport,  
Ottawa, Canada.













